

20100314.ba v04_n323.bam.20100314

>From ???@??? Sun Mar 14 16:03:34 2010 -0500
Date: Sun, 14 Mar 2010 16:03:30 CST
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 4323
Message-Id: <20100314220330.E0286532967@minime.theporch.com>

BOATANCHORS Digest 4323

Topics covered in this issue include:

- 1) Re: Halli SX-62A Fun #1 Long
by wb3fau@att.net
- 2) Re: Halli SX-62A Fun #1 Long
by Jack Harper <jharper@frobenius.com>
- 3) Halli SX-62A Fun #2 Long
by "Allan Fritsche" <w5adf@sbcglobal.net>
- 4) RE: Halli SX-62A Fun #2 Long
by "Singley, Rodger" <rbsingl@ilstu.edu>
- 5) KSM/K6KPH Schedule for 3/13 & Special Alert
by Richard Dillman <ddillman@igc.org>
- 6) Re: Halli SX-62A Fun #1 Long
by Chuck <cswiger@musicriver.homeunix.com>
- 7) Meissner Signal Shifter Coils and Advice
by "Wilson Lamb" <infomet@embarqmail.com>
- 8) Re: Meissner Signal Shifter Coils and Advice
by john <johnmb@nc.rr.com>
- 9) Re: Meissner Signal Shifter Coils and Advice
by Al Parker <anchor@ec.rr.com>
- 10) Re: Halli SX-62A Fun #2 Long
by "Arden Allen" <gumbear@pacbell.net>
- 11) Fuse in the neutral SX-62A
by "Allan Fritsche" <w5adf@sbcglobal.net>
- 12) Re: Fuse in the neutral SX-62A
by "Arden Allen" <gumbear@pacbell.net>
- 13) Re: Fuse in the neutral SX-62A
by Roy Morgan <k1lky@earthlink.net>
- 14) RE: Fuse in the neutral SX-62A
by "Bill Hawkins" <bill@iaxs.net>
- 15) RE: Fuse in the neutral SX-62A
by Scott Robinson <spr@earthlink.net>
- 16) Re: Fuse in the neutral SX-62A
by "Arden Allen" <gumbear@pacbell.net>
- 17) Halli SX-62A # 3 very long
by "Allan Fritsche" <w5adf@sbcglobal.net>
- 18) grounding of existing 120vac receptacles

by wb3fau@att.net

From: wb3fau@att.net
To: Old Tube Radios <boatanchors@theporch.com>
Cc: "Allan Fritsche" <w5adf@sbcglobal.net>
Subject: Re: Halli SX-62A Fun #1 Long
Date: Fri, 12 Mar 2010 00:40:04 +0000
Message-Id:
<031220100040.24786.4B998D640009D022000060D222193100029B0A02D29B9B0EBF9A0E00CC0D99@att.net>

its a nice SWL band cruiser. Enjoy the cap replacement. theres plenty to do.

I am not a Halli fan, but this is a nicer item they made...Russ.

Date: Thu, 11 Mar 2010 18:08:03 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: Jack Harper <jharper@frobenius.com>
Subject: Re: Halli SX-62A Fun #1 Long
Mime-Version: 1.0
Content-Type: text/plain; charset="iso-8859-1"; format=flowed
Content-Transfer-Encoding: quoted-printable
Message-Id: <20100312011024.BD9234F0426@minime.theporch.com>

At 03:06 PM 3/11/2010, you wrote:
>Hello Group
>Haven't posted in a while and thought I would=20
>share my latest restoration.<snip>

>More to come unless I hear protests.
>
>Your Friend Al
>W5ADF
>
>

Great to hear some restoration traffic!

Keep it up Al.

Regards,

Jack, W=D8YJ ("Friend to all things Hammarlund")
Evergreen, Colorado

Message-ID: <CEBF76C0F2374007AA4903A391DE17F2@upstairs>
From: "Allan Fritsche" <w5adf@sbcglobal.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Halli SX-62A Fun #2 Long
Date: Fri, 12 Mar 2010 16:24:14 -0600
MIME-Version: 1.0
Content-Type: text/plain;
 format=flowed;
 charset="iso-8859-1";
 reply-type=original
Content-Transfer-Encoding: 7bit

Hi Gang, got some nice responses from a few group members so I will continue.
I decided my first concern would be with the solid state mod and the original power cord. Had a nice 3 wire cord and a nos 5U4GB, so decided to tackle that first.
Out came the diodes and dropping resistors, in went the new ac cord and replaced the line bypass caps with new .01's rated at 3kv. Made sure to get the hot(black) in the line going to on/off switch but left the neutral(white) in the fuse line. Any wisdom on that?
Powered up and All Is Well.
Next step was to figure out why someone had drilled (3) 1/2 inch holes in the rear next to the License label and a smaller hole to fit in a feed thru cap. two of the holes had a set of black and red binding posts, the other a Phone jack and of course there was that feed thru cap.

At first I thought the binding posts were meant for a outboard S-Meter but the only connection was on the Noise limiter circuit and the phone jack had its hot side going to the feed thru cap.
I guess I will never know what all that was supposed to accomplish.

Out it all came and Stainless steel plugs put in place.

Well Thats enough for know.

Your Friend Al

W5ADF

Content-class: urn:content-classes:message
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: quoted-printable
Subject: RE: Halli SX-62A Fun #2 Long
Date: Fri, 12 Mar 2010 18:40:50 -0600
Message-ID: <AA28191F88740543A764089198FF86DE9A27BF@COBEXCHANGE.ad.ilstu.edu>
From: "Singley, Rodger" <rbsing1@ilstu.edu>
To: Old Tube Radios <boatanchors@theporch.com>

Al,

You really should move the fuse to the hot line, fusing the neutral lead =
does create a safety hazard and it is a violation of NEC. It is a =
little less dangerous since you have a 3 wire line cord but still not a =
good idea. Since hot (load or the black lead) is hot to ground if your =
ground was not correctly connected at the outlet and the neutral fuse =
opened you potentially can become the new neutral lead. Just move the =
fuse to the same lead that goes to the AC switch (preferably fused =
before the switch) and all is well.

Rodger WQ9E

-----Original Message-----

From: owner-boatanchors@theporch.com on behalf of Allan Fritsche

Sent: Fri 3/12/2010 4:24 PM

To: Old Tube Radios

Subject: Halli SX-62A Fun #2 Long

=20

Hi Gang, got some nice responses from a few group members so I will=20
continue.

I decided my first concern would be with the solid state mod and the=20
original

power cord. Had a nice 3 wire cord and a nos 5U4GB, so decided to tackle =
that first.

Out came the diodes and dropping resistors, in went the new ac cord and=20
replaced the

line bypass caps with new .01's rated at 3kv. Made sure to get the=20

hot(black) in the line
going to on/off switch but left the neutral(white) in the fuse line. Any =

wisdom on that?

Powered up and All Is Well.

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was on the Noise limiter circuit and the phone jack had its hot side =
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to the feed thru cap.

I guess I will never know what all that was supposed to accomplish.

Out it all came and Stainless steel plugs put in place.

Well Thats enough for know.

Your Friend Al

W5ADF

Message-ID: <3579573.1268453083192.JavaMail.root@mswamui-
andean.atl.sa.earthlink.net>

Date: Fri, 12 Mar 2010 20:04:43 -0800 (GMT-08:00)

From: Richard Dillman <ddillman@igc.org>

To: Old Tube Radios <boatanchors@theporch.com>

Subject: KSM/K6KPH Schedule for 3/13 & Special Alert

Mime-Version: 1.0

Content-Type: text/plain; charset=UTF-8

Content-Transfer-Encoding: 7bit

This Saturday's KSM/K6KPH schedule will be modified from the usual routine due to personal commitments and the transmission of the ARRL Code Proficiency Qualifying Run.

KSM press and weather will be broadcast as usual on Saturday morning in CW and RTTY. However the 2100Z traffic list and 2130Z CW weather will not be broadcast. Due to the work load involved with the qualifying run the Transmitter Department may not be able to provide press and weather keyed from Bolinas during this period. So KSM may be silent in the afternoon (Pacific time).

Since the K6KPH transmitters will be shifted to the ARRL W1AW frequencies for the qualifying run and since no operator is likely to be available on Saturday K6KPH is likely to be unavailable after the qualifying run.

We hope to return to our normal schedule on Saturday 3/20.

Special Alert: KSM and K6KPH plan to participate in a big way this year in International Marconi Day on 23/24 April. This will be a public event at the original Marconi receiving station in Marshall, CA. A full announcement will be made soon but you may want to mark your calendars now.

VY 73,

RD

=====
Richard Dillman
Chief Operator, Coast Station KSM
Maritime Radio Historical Society
<http://www.radiomarine.org>
=====

Subject: Re: Halli SX-62A Fun #1 Long
From: Chuck <cswiger@musicriver.homeunix.com>
To: Old Tube Radios <boatanchors@theporch.com>
Content-Type: text/plain
Date: Sat, 13 Mar 2010 08:03:13 -0500
Message-Id: <1268485393.2757.15.camel@localhost>
Mime-Version: 1.0
Content-Transfer-Encoding: 7bit

On Thu, 2010-03-11 at 16:06 -0600, Allan Fritsche wrote:
> Old Tube Radios <boatanchors@theporch.com>

My SX-62A got all the black beauties replaced about, oh, 10 years ago, along with the dial string and has been playing most every night by the bedside. Nice set.

Now it's needing a little service, and haven't done this in a while - can anybody speak to trouble shooting agc problems? It seems to be distorting on large signals now - put a scope on the agc line and

getting what looks like audio - maybe another cap. Turning down the rf gain helps but isn't right. Actually need to check the tubes but my little emmision tester was destroyed in the hurricane Isabel flood :o

--Chuck
kb4new

Message-ID: <FFE42A27E4BC49B59CAFB6BB90E870DD@wilsonspc>

From: "Wilson Lamb" <infomet@embarqmail.com>

To: Old Tube Radios <boatanchors@theporch.com>

Cc: <boATANCHORS@theporch.com>,
"Jim HANLON" <knjhanlon@msn.com>

Subject: Meissner Signal Shifter Coils and Advice

Date: Sat, 13 Mar 2010 08:31:31 -0500

MIME-Version: 1.0

Content-Type: text/plain;
format=flowed;
charset="iso-8859-1";
reply-type=original

Content-Transfer-Encoding: 7bit

Well, I'm well into my "new" Signal Shifter. There was nothing "wrong" with it, except for filter caps, which smoked nicely. BUT, as usual, there are many questions about old stuff:

COILS- I need ham band coils. I have a source of forms and a great turns count (Thanks, Jim!), but would not be ashamed to buy some coils, if they show up. Life is short and getting shorter!

COMPONENT VALUES-I have the book, but the tuning and neutralizing cap values are not called out. My output tank cap may be falling apart, so I'd like to prepare to replace it.

OPERATIONAL CONCERNS-I got 160m going fine, with neutralizing and tuning, but, when I tried 40m, the only other full set of coils I have (Thanks, Mac!), I have strange results. When I wasn't able to get a good SWR with my MFJ tuner, I looked for reasons. When I looked at the output waveform (Thanks, Terry), I saw quite a lot of 3.5MHz energy, maybe only 3-4dB down from the 7 MHz signal. The 6L6 is doubling on this band, but I'm surprised the output tank does not reject more of the 3.5 MHz energy. Tuning the output cap does not effect the output amplitude or waveshape, as it does very nicely on 160m, leading me to think it may be defective/wrong value. I have scope pictures of the waveform at the 6L6 plate and the link output when feeding a dummy load. Anyone interested can have them via email.

It's odd that the design seems to rely on the same output cap, set to the same value, for all bands. One might guess there were fixed caps in the

coils, but they are not shown on the schematic. All the original coils I have have paper labels pasted on top and I don't want to disturb them.

QUESTIONS-So, has anyone checked Signal Shifter output levels/waveforms on any ham bands?

Has anyone changed the 6L6 stage to fixed bias or made any other changes to make the doubling operation more efficient. The original circuit uses a combination of grid leak and cathode bias and may not be going into true class C operation.

Does anyone have documentation other than the original ops manual? I haven't come across a Photofact on the SS, but will keep checking for one.

Why am I doing all this? BA fever, of course!

It's a nicer unit than I thought and easily stable enough for normal operation. It keys very nicely and is mechanically robust, with good components. The power transformer is big enough to run the Shifter AND a 40W final! It's going to make a fine BA VFO and CX rig, but really needs its waveform cleaned up for use into an antenna.

I'd pay a few bucks for a true junker worthy of furnishing a tuning cap or for original 80/40/20m coils. Otherwise, I'll be doing some winding before long.

Most of all, I'd like to find an original 1938 model Shifter, the one in an all black wrinkle case.

OK, OTs, let's have some of that priceless info you are holding onto, thanks,

Wilson

W4BOH

Message-Id: <6.2.1.2.2.20100313084924.02ec5700@pop-server.nc.rr.com>

Date: Sat, 13 Mar 2010 08:50:14 -0500

To: Old Tube Radios <boatanchors@theporch.com>

From: john <johnmb@nc.rr.com>

Subject: Re: Meissner Signal Shifter Coils and Advice

Cc: <boATANCHORS@theporch.com>, "Jim HANLON" <knjhanlon@msn.com>

Mime-Version: 1.0

Content-Type: text/plain; charset="us-ascii"; format=flowed

Hi Wilson

I have plenty of coilsets for you but unfortunately they're all non-hamband

John k5MO

At 08:31 AM 3/13/2010, Wilson Lamb wrote:

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>with it, except for filter caps, which smoked nicely.

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>to make the doubling operation more efficient. The original circuit uses

>a combination of grid leak and cathode bias and may not be going into true

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>for original 80/40/20m coils. Otherwise, I'll be doing some winding
>before long.
>Most of all, I'd like to find an original 1938 model Shifter, the one in
>an all black wrinkle case.
>
>OK, OTs, let's have some of that priceless info you are holding onto, thanks,
>Wilson
>W4BOH

Message-ID: <4B9B995E.2020700@ec.rr.com>
Date: Sat, 13 Mar 2010 08:55:42 -0500
From: Al Parker <anchor@ec.rr.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Meissner Signal Shifter Coils and Advice
Content-Type: text/plain; charset=ISO-8859-1; format=flowed
Content-Transfer-Encoding: 7bit

Hey guys,

Our Wilson is published. Nice "mailbag" article with pix in the March
ER, "Beware of Strangers".

Wilson, CU at Raleigh'fest in a cupla wks, maybe you'll find some coils
there. Sri I can't help on that.

73,

Al, W8UT

New Bern, NC

www.boatanchors.org

www.hammarlund.info

"there is nothing -absolutely nothing- half as much worth doing as
simply messing about in boats."

Ratty, to Mole

On 3/13/2010 8:31 AM, Wilson Lamb wrote:

> Well, I'm well into my "new" Signal Shifter. There was nothing "wrong"
> with it, except for filter caps, which smoked nicely.
> BUT, as usual, there are many questions about old stuff:
>
<snip>
> Wilson
> W4BOH
>

>

Message-ID: <006e01cac2ec\$62871210\$db9e480c@KB6NAX>
From: "Arden Allen" <gumbear@pacbell.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Halli SX-62A Fun #2 Long
Date: Sat, 13 Mar 2010 12:32:36 -0800
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

>Made sure to get the hot(black) in the line going to on/off switch
but left the neutral(white) in the fuse line. Any
wisdom on that?

When a fault current causes the fuse to open the chassis remains "hot" with
respect to ground in such a configuration. The hot wire should go first to
the fuse. Way back "then" this protocol was not followed by manufacturers
due to non-polarization of plugs but it's true gospel these days with both
polarized two prong plugs and three wire cords.

Arden Allen
KB6NAX

Adopt a shelter dog,
save an innocent life,
and make a friend forever =:-)

Message-ID: <3F4BBE9E6173446DAFC3EDD47915AB38@upstairs>
From: "Allan Fritsche" <w5adf@sbcglobal.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Fuse in the neutral SX-62A
Date: Sat, 13 Mar 2010 14:54:38 -0600
MIME-Version: 1.0
Content-Type: text/plain;
 format=flowed;
 charset="iso-8859-1";
 reply-type=original
Content-Transfer-Encoding: 7bit

Hi Gang, I knew it was wrong when I did it . Thanks to all that
responded.

Now have ac hot to fuse to switch and back to the transformer.
Other transformer lead will be to the neutral with the bypass cap to ground,

another bypass to the hot side of fuse.. All is well.

SX-62A Fun #3 tommorow.

Your Friend Al
W5ADF

Message-ID: <001c01cac327\$aecf4300\$8c9d480c@KB6NAX>
From: "Arden Allen" <gumbear@pacbell.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Fuse in the neutral SX-62A
Date: Sat, 13 Mar 2010 19:37:28 -0800
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

>Other transformer lead will be to the neutral with the bypass cap
to ground,
another bypass to the hot side of fuse.. ..

Keep in mind the RF bypass capacitors comprise a voltage divider. The chassis will be at 1/2 line voltage if not grounded via shack ground or third (green) wire to utility ground. While the current available is a tiny fraction there is enough to give a surprising shock and a really nasty one if your body is well grounded, such as while standing on a damp cement floor.

Arden Allen
KB6NAX

Adopt a shelter dog,
save an innocent life,
and make a friend forever =:-)

From: Roy Morgan <k1lky@earthlink.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Fuse in the neutral SX-62A
Message-Id: <33A5A9BB-9D88-47D7-9ECD-5B7554C7CA2A@earthlink.net>
Content-Type: text/plain; charset=US-ASCII; format=flowed; delpsp=yes
Content-Transfer-Encoding: 7bit
Mime-Version: 1.0 (Apple Message framework v936)
Date: Sat, 13 Mar 2010 23:07:30 -0500
Cc: Old Tube Radios <boatanchors@theporch.com>

On Mar 13, 2010, at 10:37 PM, Arden Allen wrote:

```
>> .....Other transformer lead will be to the neutral with the
>> bypass cap
> to ground,
> another bypass to the hot side of fuse.. ..
>
> Keep in mind the RF bypass capacitors comprise a voltage divider. The
> chassis will be at 1/2 line voltage if not grounded via shack ground
> or
> third (green) wire to utility ground.
```

The way to avoid this has two parts:

- Use a three wire grounded line cord, and own a socket tester and use it.
- Put an X rated line bypass cap from hot to neutral and a Y rated one from neutral to chassis. No hot chassis that way, and the risk of a cap short causing trouble is even further reduced.

Roy

Roy Morgan
k1lky@earthlink.net
529 Cobb St.
Groton NY, 13073
Home: 607-898-3607
Cell: 301-928-7794

From: "Bill Hawkins" <bill@iaxs.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: Fuse in the neutral SX-62A
Date: Sat, 13 Mar 2010 22:53:45 -0600
Message-ID: <F5F114297DAC43BDB75149A9BCCE278B@cyrus>
MIME-Version: 1.0
Content-Type: text/plain;
 charset="us-ascii"
Content-Transfer-Encoding: 7bit

It's only a matter of time before the GFI outlet comes up.

R-390-class receiver users know that 0.1 microfarad draws enough to trip a GFI if the set is grounded, and causes that 60 volt tingle if it isn't.

There was a discussion about using 0.01 mfd caps, because we're not in worst case military environments. They're relatively harmless and still low impedance at RF.

Do we need RF line bypass caps? Isn't the usual problem something for a surge arrestor power strip to handle?

Bill Hawkins

-----Original Message-----

From: Arden Allen

Sent: Saturday, March 13, 2010 9:37 PM

Keep in mind the RF bypass capacitors comprise a voltage divider. The chassis will be at 1/2 line voltage if not grounded via shack ground or third (green) wire to utility ground. While the current available is a tiny fraction there is enough to give a surprising shock and a really nasty one if your body is well grounded, such as while standing on a damp cement floor.

Mime-Version: 1.0

Message-Id: <p06240801c7c2d0d23219@[192.168.1.2]>

Date: Sun, 14 Mar 2010 10:48:38 -0700

To: Old Tube Radios <boatanchors@theporch.com>

From: Scott Robinson <spr@earthlink.net>

Subject: RE: Fuse in the neutral SX-62A

Content-Type: text/plain; charset="us-ascii" ; format="flowed"

Hi Bill,

Surge arrestors do just that: clamp HV spikes and nothing else. The capacitors in the radio are there to filter out lower amplitude but still nuisanceful RF noise.

Mention was made of grounded outlets. Don't assume your 3 prong outlet is in fact grounded; only one of those in my house is (I added a ground path), since the house was built in 1947 and is wired with 2 conductor Romex, no ground. 3 wire outlets get installed so you can plug stuff in without adapters, ground or not. Measure, don't assume.

Regards,

Scott

At 10:53 PM -0600 3/13/10, Bill Hawkins wrote:

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>in worst case military environments. They're relatively harmless
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>Bill Hawkins
>
>
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>Sent: Saturday, March 13, 2010 9:37 PM
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>Keep in mind the RF bypass capacitors comprise a voltage divider. The
>chassis will be at 1/2 line voltage if not grounded via shack ground or
>third (green) wire to utility ground. While the current available is a tiny
>fraction there is enough to give a surprising shock and a really nasty one
>if your body is well grounded, such as while standing on a damp cement
>floor.

Message-ID: <001701cac3bc\$9373fac0\$119e480c@KB6NAX>
From: "Arden Allen" <gumbear@pacbell.net>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: "Old Tube Radios" <boatanchors@theporch.com>
Subject: Re: Fuse in the neutral SX-62A
Date: Sun, 14 Mar 2010 14:23:17 -0700
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

>- Put an X rated line bypass cap from hot to neutral and a Y rated
>one
>from neutral to chassis. No hot chassis that way, and the risk of a
>cap short causing trouble is even further reduced.

Well, like Uncle Ronnie said, "trust but verify." That only works if you're
radio has a polarized plug AND your house wiring is in conformance to
current NEC. The rudest of insults occurs when things are done to produce a
false sense of security.

As Scott said, bypass caps shunt low level RF to keep it out of the radio. Line protection varistors are insulators until voltages reach about a kilovolt. Without bypass caps received signals get rectified by power supply rectifiers that add hum to signals by field modulation. Also rectifiers can generate strong AM broadcast station spurs which may appear where they aren't wanted on the dial. RF from your transmitter can cause other problems - I once blew open the primary in an unprotected wall wart with only 200 watts going to the antenna. Bypass caps also help to keep internally generated noise from escaping such as the hash produced by mercury vapor rectifiers.

Arden Allen
KB6NAX

Adopt a shelter dog,
save an innocent life,
and make a friend forever =:-)

Message-ID: <D0D78DDEBD0E4848B9B491E0710754BB@upstairs>
From: "Allan Fritsche" <w5adf@sbcglobal.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Halli SX-62A # 3 very long
Date: Sun, 14 Mar 2010 16:26:47 -0500
MIME-Version: 1.0
Content-Type: text/plain;
 format=flowed;
 charset="iso-8859-1";
 reply-type=original
Content-Transfer-Encoding: 7bit

Well Gang, Please remember all this is over a period of about 3 weeks. First on the agenda while waiting for my new cap's to arrive were the tubes. Between my ever shrinking supply of octals, a very convenient tailgate and a local source I was able to retube all the weak ones. Biggest concern was the 6V6 outputs. As receive from the seller, a metal RCA 6V6 and a RCA 6V6 GTA were installed, both tested good but looked funny. Dug around and came up with another metal and they closely matched each other , I left these in while going through the testing and cap replacement. Again this rig worked as shipped except for the bad 6H6 used in the FM discriminator circuit.

OK, the caps arrived about 2 weeks ago and I flipped the rig power transformer side down.

Working from the bottom up, started up using the solder brad method of removal.

I quickly gave that up as I will be here for a year.

Got out the restored Knight Kit Cap tester and checked each old cap after I had removed.

Every one I took out, being BB or tiny chiefs were leaky, most of them wouldn't even open the eye at 450V or even at 250 volts.

Now went to the clip and hook method of replacement. I would do about five or six a day and then test all bands. This took about 1 week, and then I got up to the RF and bandswitch section.

Well the obvious ones were not a big problem, But the the rest requires surgical tools to remove.

As of this morning, I have three left, that one near the rear of the bandswitch may be impossible.

Any words of advice will be appreciated.

Thanks to all for the info on the fusing and Liles for the offer of spare parts.

Another fellow asked about a AGC problem, My rig on the Broadcast band I have

to run the sensitivity control back to five. This is one hot receiver.

Its been awhile since I have heard of some of you, hope all is well

Your Friend Al
in Sunny Houston
W5ADF

From: wb3fau@att.net
To: Old Tube Radios <boatanchors@theporch.com>
Subject: grounding of existing 120vac receptacles
Date: Sun, 14 Mar 2010 22:03:21 +0000
Message-Id:
<031420102203.21461.4B9D5D29000C8253000053D522216128369B0A02D29B9B0EBF9A0E00CC0D99@att.net>

An interesting point brought up for sure here. My house was built in 1952. I do not think there is a ground in the romex used then. I will test for this...Russ.

End of BOATANCHORS Digest 4323
